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TWIN CITY LINES

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East Side Station Farewell

-Aaron Isaacs

We knew it had to happen sooner or later—East Side Station has been demolished, to be replaced by apartments. Had it not been for the Great Recession, the end would have come back in 2008. The building, occupied since 1954 by the Superior Plating Company, was 123 years old. It opened in 1891, one of the first of the carhouses that replaced the much smaller horsecar barns. Its wood frame construction was obsolete compared to the four fireproof carhouses opened from 1908 to 1915 (Snelling, Nicollet, Lake Street and North Side), yet East Side was the last to host streetcars after the others had been converted to bus.

East Side, also sometimes called East Minneapolis Station, was also unique for having all cars stored inside, rather than in an outdoor yard. It was the only station with all stub storage tracks that required cars to be backed in. Normal procedure was for shopmen to assist the motorman with backing.

Because it was designed for small, narrow single truck streetcars, its track centers were spaced more closely than the other carhouses. This made for tight clearances when the wider, home-built TCRT cars arrived. For example, stoking the coal stove heaters was difficult, so most of the electrically heated cars (like #1300) went to East Side.

East Side's capacity was 153 cars inside plus 20 in the yard. About 125 of these were needed to cover each rush hour, with 57 out all day and 6 owl cars that ran overnight. There were originally 30 tracks. Construction of the center office building in 1910 reduced this to 26 tracks. To make up for the lost capacity, a 6-track storage yard was opened in 1916 across University



Front cover: East Side Station saw the last Minneapolis streetcars and survived for 60 more years as the Superior Plating Company. This issue commemorates its passing. Robert Selle photo.

Inside front cover: C. P. Gibson photo circa 1922, Minnesota Historical Society collection.

Above: Motorman #441 Chris Hagen raises the steel curtain door on track 23. Ed Nelson photo.

Avenue, in the block west of the carhouse. It's unknown when those tracks were removed.

As the streetcar system grew and later shrank, East Side's mix of lines changed, although some remained constant, most notably the Como-Harriet and Oak-Harriet. Lines were assigned to carhouses primarily to minimize deadhead mileage. Being so close to downtown Minneapolis, East Side was convenient to the entire Minneapolis side of the system. The second criterion for line assignments was being close enough to the line for crews to conveniently relieve each other during the day. Three snapshots in time give a good picture of how East Side's line assignments evolved.

Lines hosted 1911

These lines passed one block from East Side.

Como-Harriet-Hopkins

Oak-Harriet

Monroe & Bryant

Western (Glenwood) & 2nd Street NE

Kenwood & 8th Street SE

These lines ended in downtown.

Lake Minnetonka

St. Louis Park

Bryn Mawr

These two small shuttles required long deadhead trips, but East Side was the closest carhouse. North Side Station opened in 1915 and took them over.

Robbinsdale Extension

Camden Extension

Lines hosted pre-1932

Lake Minnetonka

Como-Harriet

Como-Hopkins

Oak-Harriet

Robbinsdale-St. Louis Park

Bryn Mawr

Kenwood-East 25th Street

Grand-Johnson

Bloomington-Central

Inter Campus Special

The only real difference is the



addition of the Inter Campus Special which opened in 1914, operated under contract from the University of Minnesota. Inter Campus cars had no fareboxes, so were generally segregated from the rest of the fleet.

Lines hosted 1947

The Lake Minnetonka line quit in 1932, Kenwood in 1938 and Bryn Mawr in 1939, so East Side picked up Plymouth-East 25th Street.

Como-Harriet-Hopkins

Oak-Harriet

Inter Campus Special

Bryant-Johnson

Grand-Monroe

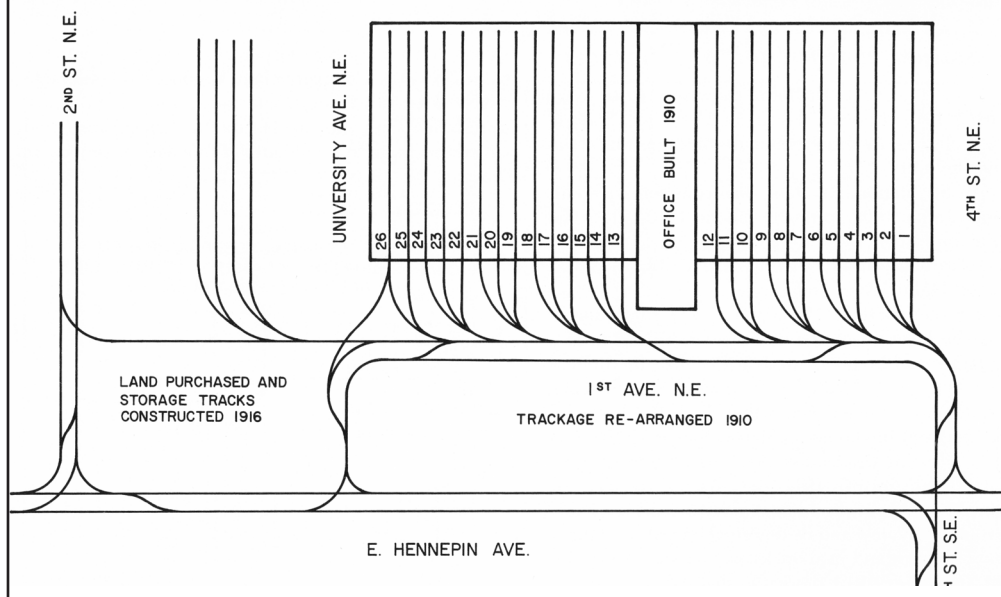
Bloomington-Columbia Heights

Plymouth-East 25th Street

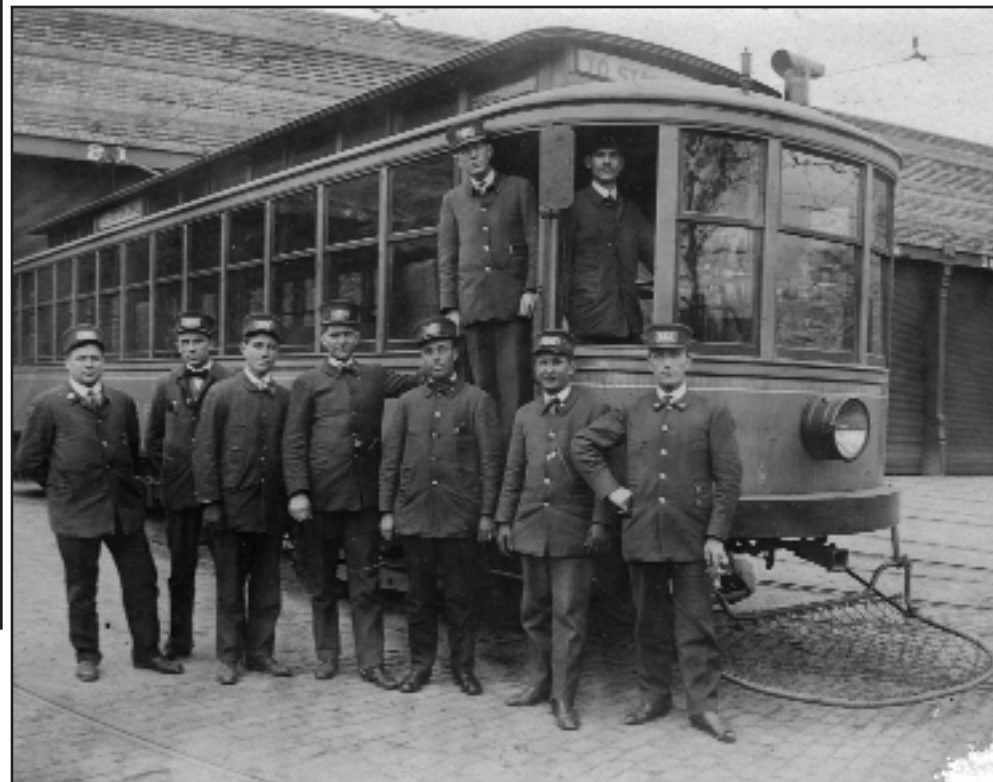
Above: This is the only known photo of East Side as originally built, before the office was extended in the front, replacing four of the tracks. Minnesota Historical Society collection.

Opposite bottom: Two views inside the carhouse. Bob Schumacher photo at left and Norman Rolfe photo at right.

MINNEAPOLIS ST. RY. EAST MINNEAPOLIS "EASTSIDE" STATION 1916 AS REBUILT

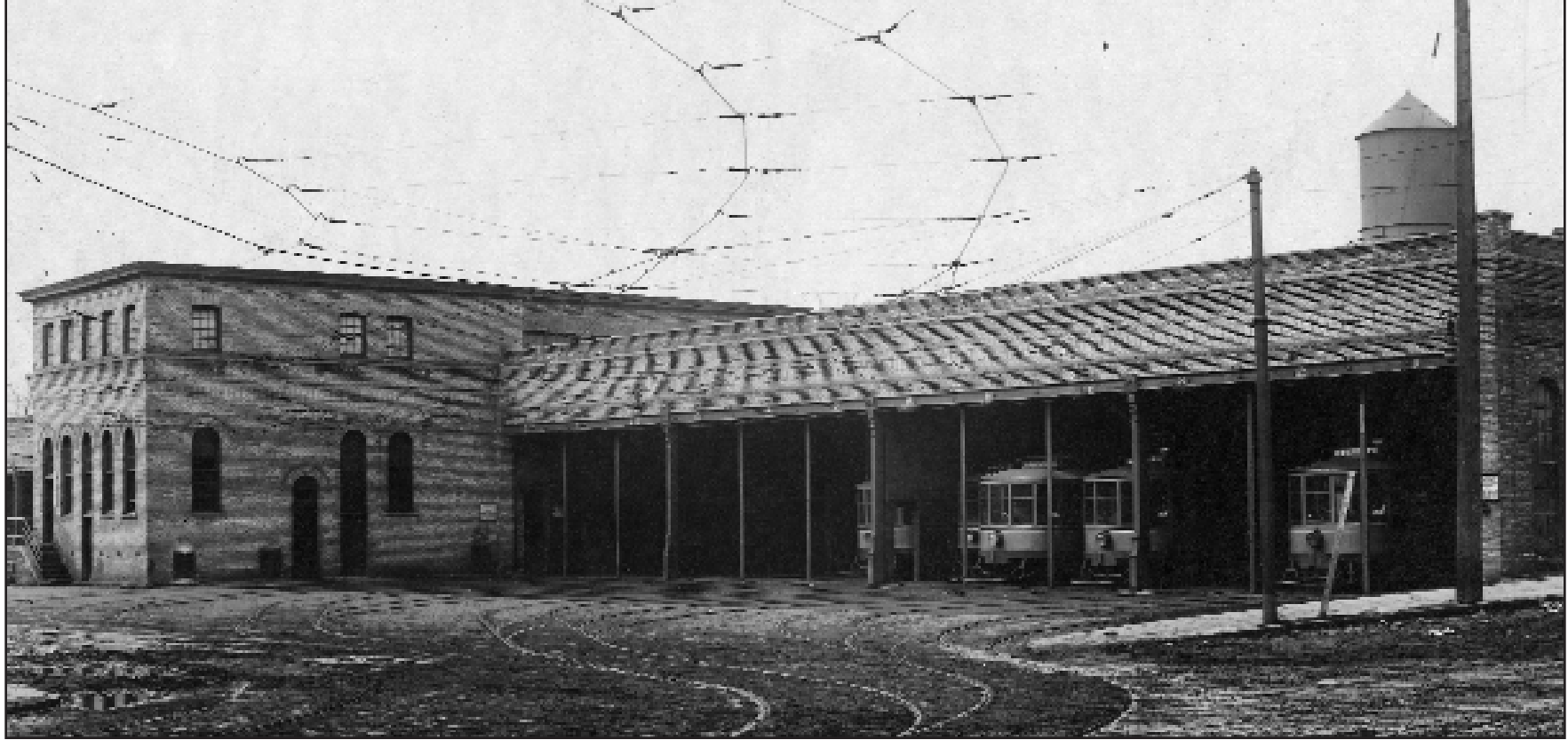


Above: It's unclear when the storage yard on the west side of University Avenue was removed. Also, a connection from northbound 2nd Street to eastbound 1st Avenue NE was added later.
 Right: Trainmen pose sometime around 1910.



The top photos show East Side as it looked about 1918, compared with bottom photos taken in 1953. Little has changed.







Looking west along 1st Avenue NE.



Above left: All cars had to back into the bays. Until the 1950s that was a task assigned to the shop men. The Ossanna management had the motormen do it, which probably eliminated a shop job. Ed Nelson photo.

Below left: The University Avenue side of the station. Ed Nelson photo.



Above right: Ed Nelson shows how the fenders were removed to squeeze in one more car.

Below right: Car #1300 pulls out of East Side for the June 19, 1954 last day special run. Jim Kreuzberger photo.







Above: "FOR SALE OR RENT". The end is near in 1954. Bob Schumacher photo.
 Opposite: Viewed from the station roof, a pullin car turns from 2nd Street NE onto the block of non-revenue track on 1st Avenue NE. Ed Nelson photo.

Non-Revenue Moves

-Aaron Isaacs

Among the thousands of daily passenger-hauling streetcar trips were a small minority of non-revenue moves necessary for TCRT, or any streetcar company, to do its daily business. They happened for a whole series of reasons, and were a fascinating, if little-noticed, part of the transit operation. Most were made by regular streetcars. If you saw one without passengers, that was a giveaway. This article will explore this semi-hidden part of the streetcar operation, elements of which continue almost unchanged at Metro Transit today, but with buses.

Pullouts and pullins

Each morning would see hundreds of pullouts from the six carhouses (stations in TCRT parlance) deadheading to their first terminal to begin scheduled service. Although they might carry a "Not In Service" destination sign, it was always TCRT policy to carry any passengers who might want to ride. That's still Metro Transit policy.

Deadhead trips happened throughout the day. Quite a few cars pulled in to the stations after the morning rush hour, with a similar number pulling out for the afternoon rush. Pullins would often carry a destination sign for the intersection closest to the station, such as "Washington to 24th Avenue N.", which meant a pullin to North Side Station. Other pullin destination signs described the point where they left the route to deadhead to the station. For example, "Lyndale to Lake" was used by Bryant Avenue cars headed for Nicollet Station.

Many pullouts and pullins took the shortest route between the station and the line on which they were scheduled. Once on the line, they ran in service to the outer end, or to downtown,



Above: We know this is a pullout from Duluth Station because it's turning from 7th Street onto Robert Street. St. Paul Pioneer Press photo, Minnesota Historical Society collection.

Below left: A Grand Avenue car is deadheading from Snelling Station to Grand via Snelling Avenue. Norman Rolfe photo.

Below right: The longest deadhead in the system was the weekly return of the Fort Snelling shuttle car to Lake Street Station. This is the only known photo of the deadhead move, seen on the Fort Snelling right of way. Donald Ross photo.



Two photos of streetcars being towed to Snelling Shops.

Top: Lightweight #1 is being towed from North Side Station, passing the Milwaukee Road Depot on Washington Avenue. Richard H. Young photo.

Bottom: One PCC is towing another from East Side Station, seen turning from Como Avenue onto Snelling Avenue. Robert Selle photo.

depending on the time of day. If a shorter route between the station and downtown was available, like Washington Avenue between North Side and downtown, it could also be used.

Shop transfers

Every morning, following the rush hour, streetcars were transferred between the stations and Snelling Shops. This happened for two reasons:

1. Cars cycling from the stations to Snelling Shops for scheduled five-year overhauls.

2. Cars that suffered an unexpected mechanical failure or accident that was beyond the station shop's capabilities.

Assuming the car was operational, it would put up "Not in Service" signs and head for Snelling Station. Often multiple shop transfers departed for Snelling at the same time. If it wasn't operational, another streetcar or a work car would be dispatched to tow the derelict.

Once there, the motorman would report to the Snelling Station Storeroom Clerk to confirm delivery and hand over the paperwork. The station Shop Foreman had already notified the Storeroom Clerk the car was coming. Most of the time there was a car scheduled to return from Snelling Shops, and the motorman would deliver it. If a return car wasn't available, the motorman would deadhead back on regularly scheduled cars, and would be paid according to a pre-arranged travel time chart.





Above: Streetcars were towed with the fender removed, using a link and pin drawbar and safety chains.

Below: This is almost certainly a test run of a newly shipped car, at Pascal and Albany on the Snelling Avenue line. Gene Corbey photo.



On June 8, 1954, 10 days before the end of service, the University of Minnesota switch car approached Snelling Station, on its final trip to be scrapped. Ed Nelson photo.

Routes from the Stations to Snelling Shops

East Side: Hennepin to Washington, then Interurban line to Snelling, or via the Como-Harriet to Snelling Avenue.

North Side: Washington, then Interurban line to Snelling.

Nicollet and Lake Street: Selby-Lake line to Snelling Avenue.

Duluth: East 7th Street to Cedar Street to 9th Street to Wabasha, then Interurban Line to Snelling.

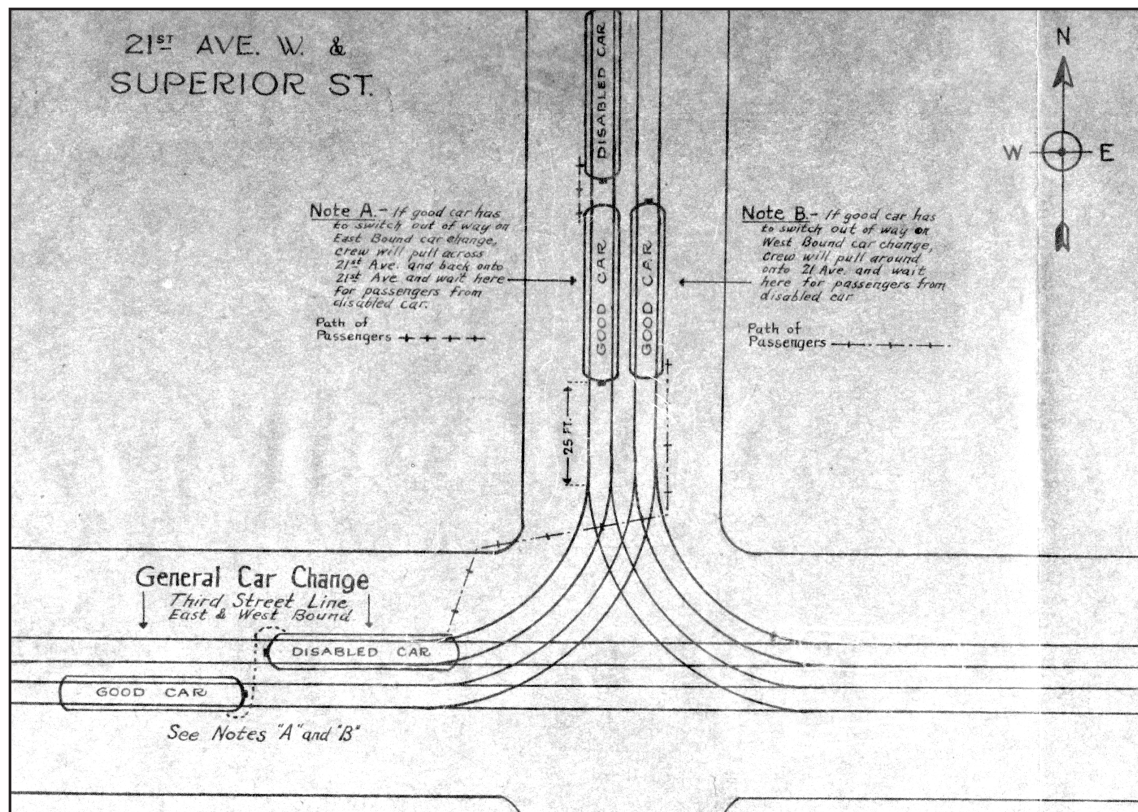
After Snelling Shops repaired a streetcar, it would do a Not In Service test run to make sure everything worked. This was usually done on the Snelling Avenue line, which was less busy than University Avenue.

It was not unusual for cars to deadhead between stations. This happened when the schedules were periodically changed to balance the fleet at each station to the demand. It also happened if a car broke down, but not close to its home station. It was important to get it off the line as soon

as possible, and often that meant taking it to another closer station. There it would be sent home the next day, following repairs if necessary. Shop Foremen disliked having to retrieve and repair "foreign" cars as they called them, and designated informal territories beyond which they would refuse to go to retrieve a cripple.

Car changes

Often the motorman would discover a car defect that didn't prevent the car from running, but still justified a change of cars online. Perhaps the brakes were loose, the signal bell cord was broken, or the heater didn't work. In those cases the motorman or conductor telephoned the station, or asked the downtown starter to do it and a car change was arranged. Typically, this happened at the point on the line closest to the home station (see the list of relief points on page 16). A mechanic or extra board motorman would pull out a fresh car at meet the defective one. This had to be properly timed, because there was no place to



These Duluth Street Railway maps show how to choreograph the replacement of a defective streetcar on the line at either 21st and Superior, or Garfield and Superior. The diagrams include the option of switching the car out of the way so as not to impede other in-service cars. TCRT did exactly the same sort of maneuvers.

hide the replacement car if it got there too early and delayed a scheduled car. Car changes were a hassle, delaying the car and causing extra paperwork, so motormen avoided them if possible.

Work cars

Every day the supply car set out from the Snelling Shops Storehouse to pick up and deliver parts to the stations. Work cars roamed the system, delivering coal and sand to the stations and bins at the ends of the line and picking up ash. They visited gravel pits and sand pits to replenish the supplies at Snelling Shops. Sand cars and snow plows followed preassigned routes during snow storms.

The private car

Non-revenue or "deadhead" moves of equipment were often delayed behind regular service cars, which moved at a slower speed because of their stops. There was only one exception to that rule. For the 20 years that it roamed the system, Thomas Lowry's plush, private streetcar was superior to all other movements. Company bulletins specifically instructed motormen to side-track themselves at the first opportunity if they saw the private car behind them.

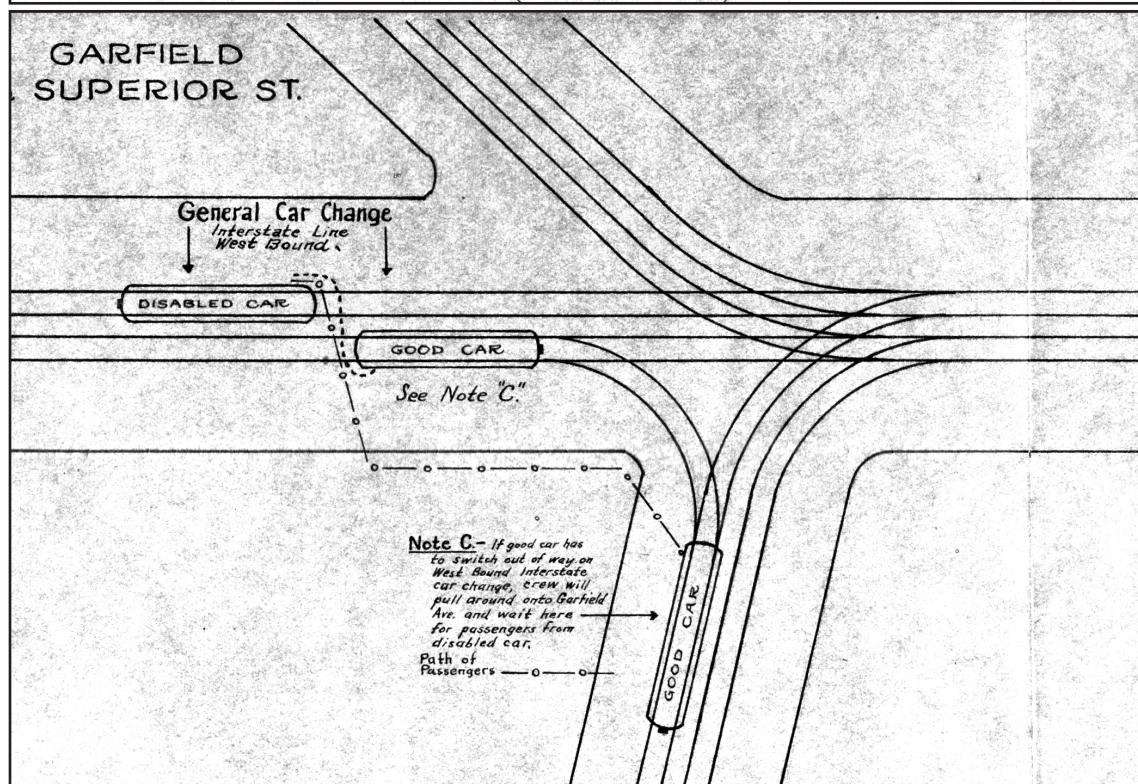
Non-revenue moves on scheduled cars

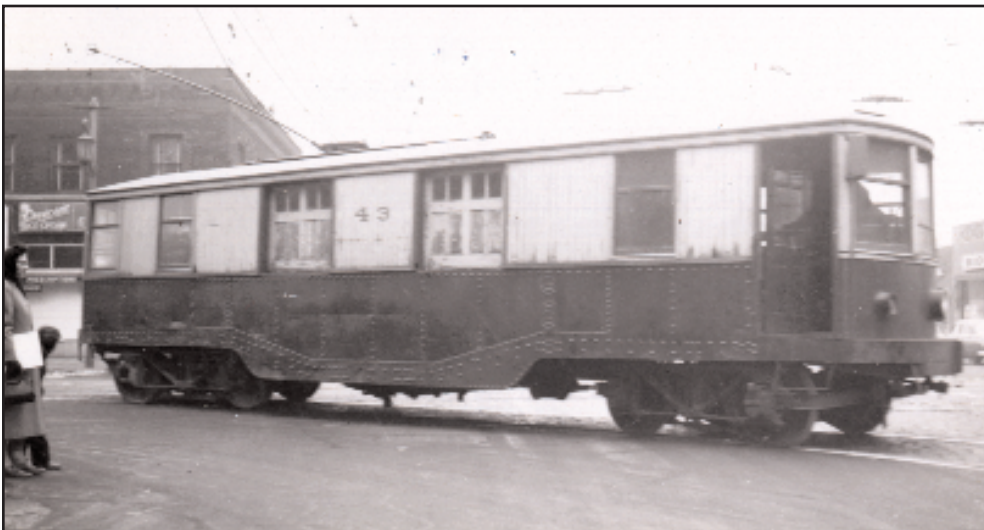
Reliefs

About half of the streetcars stayed in service all day, much longer than a single trainman's shift. The car had to be re-crewed on the line, sometimes two, three or four times in a single day. This process was called "making relief", because a new crew relieved the earlier one. The crew doing the relieving had to report to the station, check in with the clerk, then travel to the point on the line closest to the station, known as the "relief point". The crew being relieved had to make their way back to the station.

This was simple if the streetcar line happened to pass directly by the station. For example, Snelling Station was located at the intersection of Snelling Avenue and University Avenue, both of which had streetcar lines. Making relief on a Grand-Mississippi line car took place at the corner of Grand Avenue and Snelling Avenue, which required a one-mile ride on the Snelling car to reach.

Most of the relief trips were pretty short, just a couple of miles. There were a few exceptions, however. Undoubtedly the longest relief trip in the system was the Fort Snelling Shuttle that ping-ponged back and forth on a mile of track inside the fort, connecting the Upper Post with the St. Paul and Minneapolis cars at Bridge Junction, where the historic fort is today. Car 1230 was rebuilt for double-ended operation and was permanently assigned to the shuttle. It was based at Lake Street Station,





near Lake and Hiawatha. The morning motorman deadheaded the car from the station to the fort, but the afternoon motorman had to ride a Lake Street car a half mile to 27th Avenue S., then transfer to a Fort Snelling car. The whole relief trip took about 30 minutes. In later years, to save car miles, #1230 only returned to Lake Street Station on the weekends, so both motormen had to deadhead on in-service cars.

Relief points

We don't have a list of actual relief points, so some of these are speculation.

Nicollet Station

Nicollet-2nd Street: Nicollet Station
Glenwood-4th Avenue: 4th Avenue and Lake via Selby-Lake line
Bryant-Johnson: Lake and Lyndale, via Selby-Lake line
Grand-Monroe: Lake and Nicollet

East Side Station

Como-Harriet-Hopkins: East Hennepin and 4th Street SE
Oak-Harriet: East Hennepin and 4th Street SE
Inter-Campus: 4th Street SE and 15th Avenue, or Minneapolis campus via Como-Harriet or Oak-Harriet lines
Bryant-Johnson: East Hennepin and 4th Street SE
Grand-Monroe: Central and 4th Street SE
Bloomington-Columbia Heights: Central and 4th Street SE
Plymouth-East 25th Street: Hennepin and Washington via several lines

Top: A work car southbound on Snelling Avenue at Marshall. Wilbur Whittaker photo.

Middle: The supply car at the Snelling Shops storehouse dock. It traveled daily to the different streetcar stations to pickup and deliver supplies. Norman Rolfe photo.

Bottom: A sand car turns the corner at Snelling and Selby. Art Rusterholz photo.

Lake Street Station

Minnehaha-Fort Snelling: 27th and Lake, via Selby-Lake line
Fort Snelling Shuttle: Fort Snelling via Selby-Lake and Minnehaha-Fort Snelling lines

Bloomington-Columbia Heights: Lake and Bloomington, via Selby-Lake line

Plymouth-East 25th Street: Lake and 36th Avenue, via Selby-Lake line

28th Avenue S.-Robbinsdale: Lake and Cedar, via Selby-Lake line

34th Avenue S.-N. Bryant: Lake and Cedar, via Selby-Lake line

Selby-Lake: Lake Street Station

North Side Station

Chicago-Penn-Fremont: Broadway and Emerson via 34th Avenue S.-N. Bryant line to Broadway line

Broadway: Broadway and Washington via 34th Avenue S.-N. Bryant line

28th Avenue S.-Robbinsdale: Broadway and Washington via 34th Avenue S.-N. Bryant line

34th Avenue S.-N. Bryant: North Side Station

Snelling Station

Interurban: Snelling Station
Snelling Avenue: Snelling Station
Selby-Lake: Snelling and Selby via Snelling line

Grand-Mississippi: Snelling and Grand via Snelling line

Hamline-Cherokee: Snelling and Minnehaha via Snelling line or Prior and University via University Line

St. Clair-Payne: Snelling and St. Clair via Snelling line

Dale-Phalen: University and Dale via University line

Randolph-Hazel Park-Mahtomedi: Snelling and Randolph via Snelling line

Duluth Avenue Station

Rice-South St. Paul: 7th and Wabasha via Randolph-Hazel Park line

Rondo-Stryker: 7th and Wabasha via Randolph-Hazel Park line

Maria-Fort Snelling: 7th and Maria via Randolph-Hazel Park line



Above: Crane #83 assists a track crew that is replacing the crossing of a Minnesota Transfer industrial spur on Prior at Charles.
Below: A plow turns the corner of Hennepin Avenue in front of the Basilica. Star-Tribune photo, Minnesota Historical Society collection.



Grand-Mississippi: 7th and Broadway via Randolph-Hazel Park line
Hamline-Cherokee: 7th and Wabasha via Hazel Park line
St. Clair-Payne: 7th and Lafayette via

Randolph-Hazel Park line
Dale-Phalen: 7th and Arcade via Randolph-Hazel Park line
Randolph-Hazel Park-Mahtomedi: Duluth Avenue Station

Other employee moves

An assortment of employees used the scheduled streetcars to reach their assigned work locations. District Supervisors and Line Inspectors moved from car to car observing the work of the trainmen, or made load and time checks on the ground at multiple locations. In the 1950s they were given radio-equipped automobiles, but before that they used the streetcars. Fixed-post starters held regular shifts at 5th and Hennepin in Minneapolis and 7th and Wabasha in St. Paul, but could be directed to other locations to help direct special events such as the State Fair.

Load checkers rotated between a series of "maximum load points" where they made written counts of loads and on-time performance for the Schedule Department. Most were located on the edge of the downtowns, where the load was likely to be the heaviest. An exception to this rule was the Lake Street portion of the Selby-Lake line, where Lake and Chicago has always been the max load point.

Before the widespread implementation of electrically powered switches, Switchmen were deployed at high-traffic locations to eliminate the delay of streetcar crews dismounting to throw switches by hand.

Track crews reported directly to the work sites by streetcar. Curvemen, whose only job was to grease the rails on curves to prevent friction and flange squeal also traveled on the cars.

At a few locations where the streetcar crossed a railroad, permanent Flagmen were stationed.

Lost articles, and company mail

One of the minor duties of a transit system is collecting lost articles and running a Lost and Found. The trainmen collected them and turned them into the station clerk. Every morning the previous day's lost articles had to find their way to the TCRT Lost and Found at the Minneapolis and St. Paul office

buildings, 11th & Hennepin in Minneapolis and College & Wabasha in St. Paul. The 1916 rulebook spelled out exactly how TCRT used its network of car lines and fixed-post starters to solve this problem. It's rather ingenious.

"Trainmen shall turn in lost articles to the Cashier at the station who shall immediately tag same (Form 97) and then place the articles in the large sack which has been provided for the purpose.

The lost articles from East Side and North Side Stations shall be dispatched on pull-out cars due to arrive at the 6th Street (and Hennepin) ticket office on weekdays between 6:15 and 6:45 AM and on Sunday between 7:00 and 7:15 AM, at which point the trainman shall turn the lost articles over to the Dispatcher.

The lost articles from Nicollet Station shall be forwarded by the Company teamster, who shall also call at the 6th Street Ticket Office for the articles from the other two Minneapolis Stations and take them to the Lost Article Department at 11th and Hennepin.

The lost articles from Lake Street Station shall be dispatched on a Snelling-Minnehaha car due at Hennepin Avenue and 11th Street about 7:00 AM where they will be received by the Company teamster.

The lost articles from Snelling Station shall be dispatched on an Interurban car due to arrive at College and Wabasha between 7:00 and 7:15 AM, where they will be turned over to the Lost Article Clerk by the trainman.

The lost articles from 7th Street Station (later Duluth Station) shall be dispatched on a 7th Street car due to arrive at 7th and Wabasha about 7 AM, where they shall be turned over to the Starter, who shall personally place same on the first westbound Hamline car. The trainman on this car shall turn the articles over to the Lost Article Clerk at College and Wabasha."

We don't have it documented, but it seems likely that intra-company mail was handled exactly like the Lost and Found items.

Small artifacts

In the museum's collection are a number of small artifacts that are generally not seen by the public. Included are metal items such as badges, buttons and tokens. Here's a sample.



Above: Brass coat buttons.

Below: This is a TCRT badge circa 1900, but we're not sure which type of employee wore it.

Next column, from the top, hat badges:

Motorman from the period 1905-1918.

Inspector, AKA starter or supervisor .

Curveman, who greased rails to reduce friction and noise.

Switchman, employed in the station yard and at busy intersections.

Motorette.

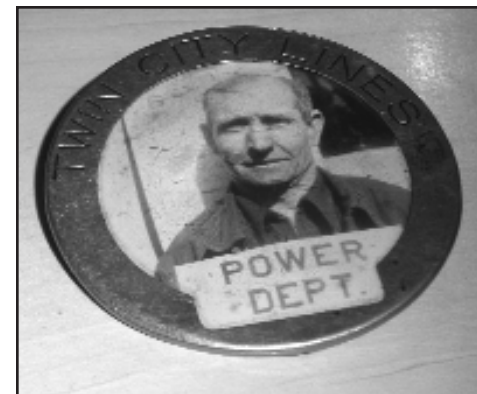
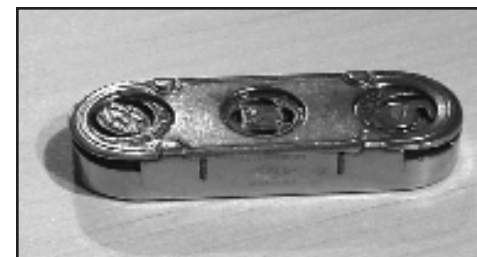


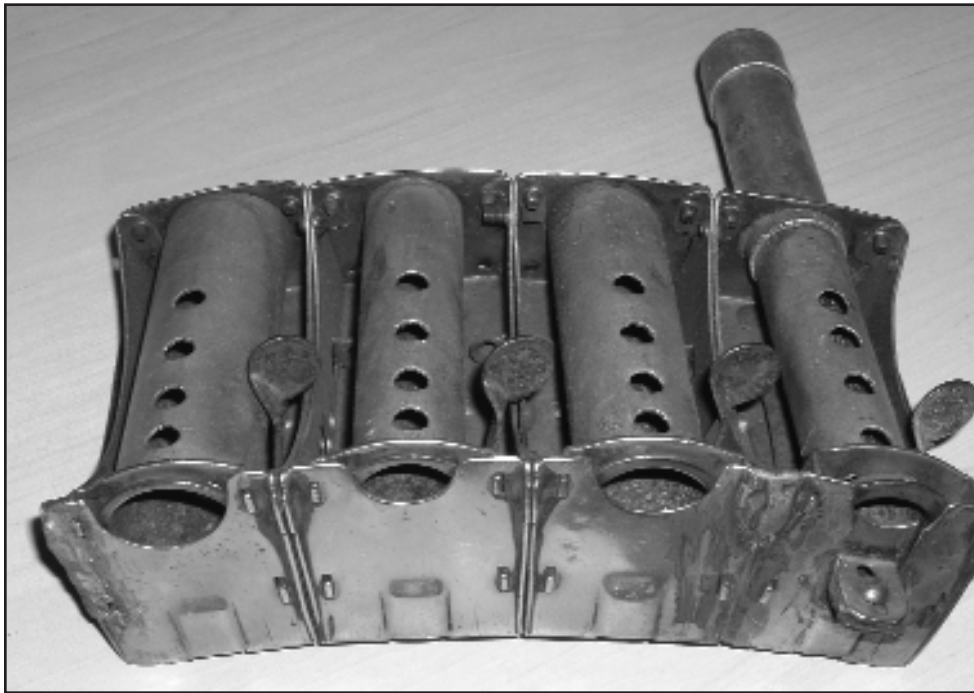
This column, from the top:

**Express boat pilot.
Express boat purser.
Stores Department.
Track worker on the Minneapolis Land & Investment Company St. Louis park line, pre- TCRT (very rare).**

Next column, from the top:

**Duluth-Superior token.
Twin City Motor Bus token.
Token holder-dispenser, given away as a free premium by stores and banks.
Power Department employee ID badge.**





Above: A Johnson coin changer, with modular barrels and an extended token barrel.

Below: A motorman or conductor's punch.

Center top: A St. Paul streetcar license plate.

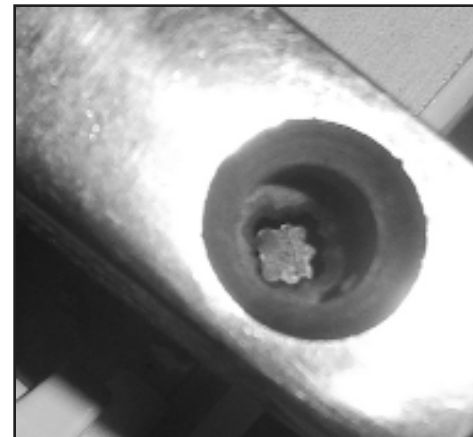
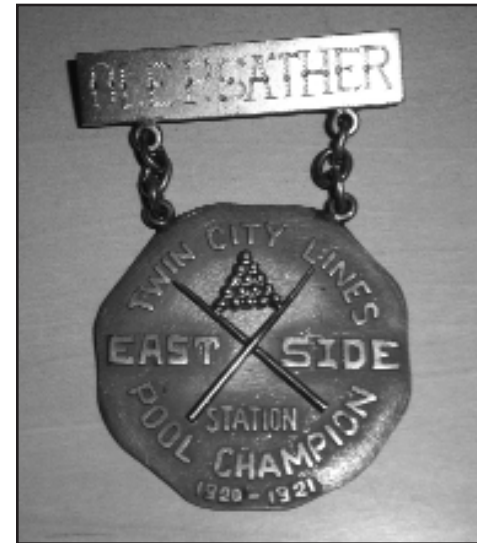
Center middle: Award pin for the East Side Station pool champion.

Center bottom: Detail of the punch, shaped like a TCRT logo.

Right top: St. Paul City Railway corporate seal.

Right middle: Union button.

Right bottom: Twin City Lines Employees Mutual Benefit Association pin.



Duluth Street Railway Questions Line Extensions

In 1914 the Duluth Street Railway found itself under pressure to extend its lines. This was nothing new, but the economics of street railways were precarious, and DSR had learned some painful lessons from past experience, so the company decided to push back. The result was this position paper, which also well described the state of the industry.

"It is generally conceded that the street railway service in Duluth and Superior is equal to, if not better than, that given in other cities of corresponding size in America. The only criticism of the company that is now heard seems to be based on a quite generally prevalent idea that the company has been slow in making extensions. We now desire to give facts that will show that this idea regarding extensions is entirely erroneous. It is our earnest desire that the public should be as well pleased with our extension policy as with the service given and it is our purpose to herein present a few facts, the consideration of which must cause a modification of the idea that now seems to prevail regarding this matter.

It is the intention of the company to make extensions as rapidly as a reasonably safe business policy will permit and, when extending, to build in the direction where the greatest number of persons will be served. We believe that it is equally as important to the two cities as it is to the company that this policy should be adhered to. The company desires to meet all reasonable demands for extensions and to build them when the prospective patronage is sufficient to make it probable that they can be continuously operated without seriously crippling the company or impairing the quality of service given on existing lines. While as we shall show, the street railway trackage

operated in Superior and Duluth is now in advance of the population as compared with the average cities throughout the United States, the company will endeavor to keep the service ahead of the population. It would be disastrous to the company, and we believe detrimental to the interests of the city as well, for us to attempt to meet the views now frequently expressed with regard to extensions.

It is the business of the company to provide transportation on streets and settled portions of the city, rather than to build new streets or to provide private rights-of-way for lines running to sparsely settled portions of the vast areas within the limits of the cities of Duluth and Superior which are as yet not even connected to the thickly settled portions by well improved country roads. It is only when operated on such city streets that any street railway can meet with the success necessary to enable it to give satisfactory service to all its patrons.

The company's franchises provide that the cities may order extensions on streets that are "suitably improved for street railway purposes" (Duluth franchise), or on streets "in reasonably good condition for the construction, maintenance and operation of a street railway line" (Superior franchise).

The simple fact that no extension of the Duluth tracks of any consequence has as much as been suggested to the company in the past 10 years, or more, on any street so improved, and that the only extension of the Superior tracks recently ordered was one which would cross 18 railroad grade crossings within a distance of 10 blocks ought of itself to be sufficient to clear the company of any charge of backwardness about building extensions.

Of all the orders of the City Council of Duluth directing the company to build extensions in recent years,

including the recent order to build to the steel plant, not a single one has named a line on streets "suitably improved for street railway purposes."

In 1907 the company agreed to build a line on Piedmont Avenue to 10th Street, but had to wait three years before the street was suitably graded. Early in the spring of 1910 the company agreed to build another extension on E. 9th Street and after purchasing its rails had to wait over two years before the street was suitably graded. Nearly three years ago the company announced its intention to build an extension to the new steel plant from Duluth as soon as the street should be made ready, and purchased rail for the line at that time but if conditions in other respects were such as to enable the company to go ahead with that extension at this time it could not do so for the reason that the streets are not yet ready for the tracks.

The city of Duluth, which supplies its people with water and light as a municipal undertaking has very properly required a guarantee of 8% on the cost of its extensions. The company has no guarantee of 8% or any other return when it extends industry railway service and as a matter of fact it has been for 23 years operating certain extensions at a loss. In view of these facts it does not seem reasonable or fair to criticize the company for not building extensions to portions of the city that are not furnished with water and light, and the company certainly cannot be criticized for not making extensions to such portions of the city until the city first makes it possible to build them by providing suitably graded streets.

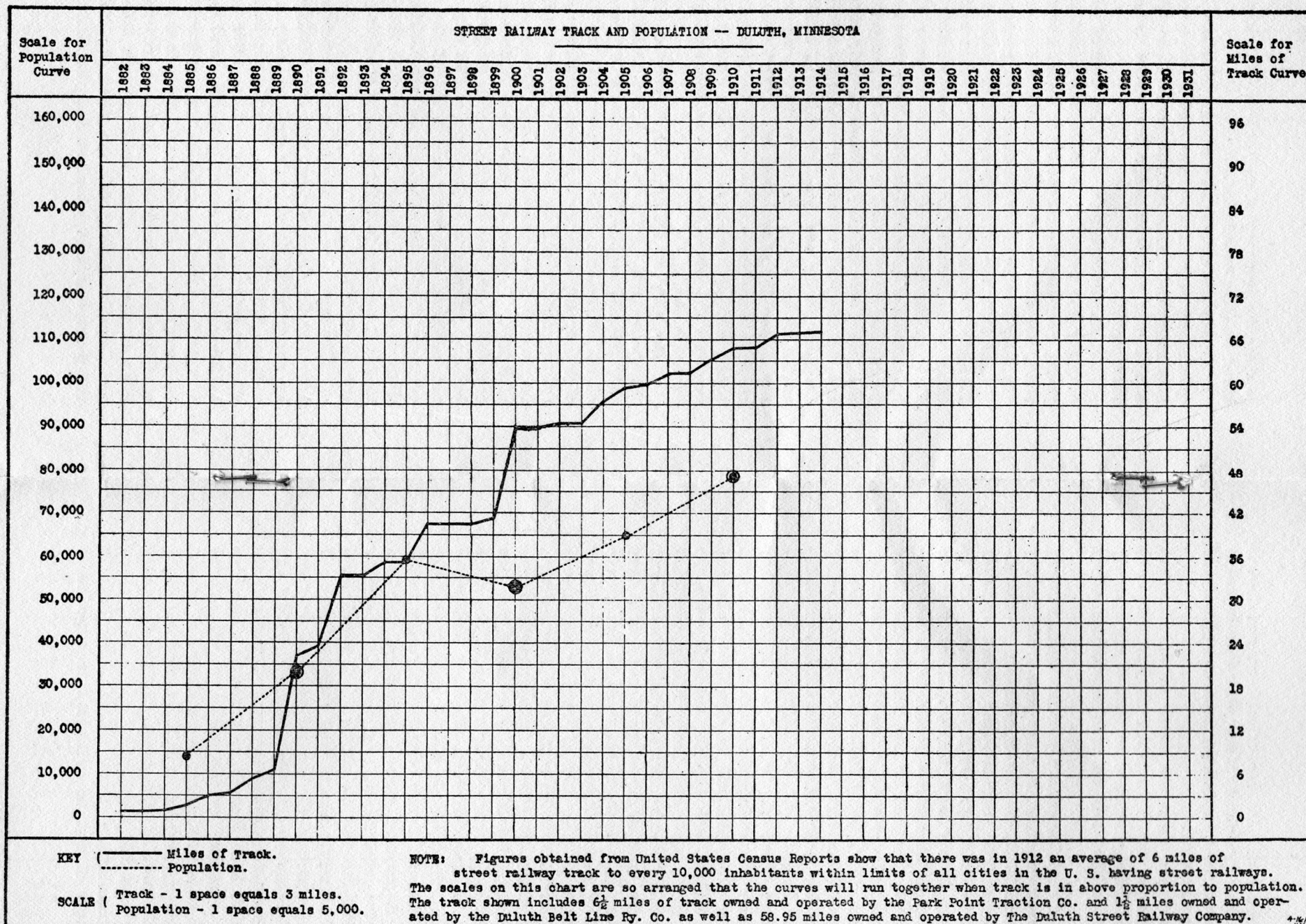
The growth of our two cities in the past 10 years has been far short of what was confidently expected by our people. Confidence and optimism are commendable traits but on the other hand recklessness, whether in extending public utilities or in any other business, is likely to result in disaster

and the failure of a public utility company in any community cannot be brought about without great injury to the business of the entire community. Had this company built lines to the steel plant location from both Duluth and Superior 8 years ago when the building of the plant was first promised and the insistent demands were made for the extensions, and had it operated them continuously since that time it would surely have resulted in another receivership for the company by this time.

The fact that interurban electric lines, running between populous cities in older and more thickly settled communities, have been beneficial in the intervening agricultural districts, has caused some of our citizens to insist upon such lines being built to rural districts in our own vicinity. They seem to have the idea that the essential to home crofting is a trolley line and did not consider that there is a vast difference between a trolley line connecting two populous cities, being incidentally beneficial to well-developed intervening rural districts, and a trolley line with nothing whatever to support it but an undeveloped rural district.

Should these conditions all be completely changed and should Duluth and Superior suddenly have the vast areas within their city limits thickly populated and have streets suitably improved for street railway purposes running in all directions it would even then be found that the ideas which some of our people have regarding what is possible for a street railway company to do in the way of building extensions have been derived from the practices of bygone days.

20 years ago electric railway transportation was a new thing. Electric railway operation was also then thought to be much cheaper than it has since proved to be. Franchises in all



cities had many years to run. Promoters of electric railway schemes were optimistic and it was comparatively easy to get capital. If a proposed extension into an unsettled area was too unpromising for the city company to undertake, the owners of the land would build the line. The result was a most reckless extension policy on the part of electric railways all over the country and as those were the "boom days" in Duluth and Superior the recklessness in that respect was perhaps carried farther here than in most places. The idea which was developed in the minds of our citizens at that time as to what might be considered a liberal extension policy, seems to still be entertained by some notwithstanding the great changes that have taken place since that time.

The promoters of street railway lines built in the early days of electric railways then expected to be permitted to make up during the latter part of their longtime franchises the losses sustained in pioneering. This seemed a natural and reasonable expectation in those days but then came the days of "regulation".

With state commissions and the courts all over the country holding that their earnings of a public utility must be limited to a "fair return" on a little more than the physical valuation placed on its property by such commissions, without regard to the losses incurred through many years of unprofitable service to the public, is it any wonder that there should've been a cessation in the building of new street railways and the extension of those already built?

The United States Census reports show that in the 12 years from 1890 to 1902 there was an increase of 77.9% in street railway track in the United States and an increase of 52.4% in the 5 years from 1902 to 1907, while in the 5 years from 1907 to 1912 there was an increase

in trackage of only 19.3%. If census figures were available for the past three years they would undoubtedly show that the building of street railway tracks had almost come to a standstill throughout the entire country.

Is it reasonable to expect the local company under the changed conditions to follow the old ruinous practice with regard to extensions that all other companies have been forced to abandon?

The success of any street railway is directly dependent upon the density of the population in which it operates and while Superior has the most sparse population within its limits of any city in the world and Duluth comes next, these two cities have at present more miles of street railway track per thousand of population than the average American city, and very much more track in proportion to the population that is directly tributary to the lines, regardless of the unusually extended city limits.

We believe that it would not only be a ruinous business policy for the company but the worst possible thing for the cities and a majority of their inhabitants for us to build extensions in advance of the requirements of actual settlement. It would be infinitely better for all interests, unless perhaps of those who speculate in unimproved real estate, for us to follow the more conservative policy of the city of Duluth and extend our service only to such localities as have sufficient population to obtain water and light from the municipally operated utilities provided of course there is suitably graded streets on which to extend our tracks.

The chart shows street railway track and population in Duluth from 1882 to 1914. From the chart it will be seen that up to the year 1900 street railway track was built in Duluth faster than the population increased. It will be seen that in 1900, at which time the company was

reorganized after having gone through a receivership, there was as much street railway track in Duluth as in the average city of 90,000 inhabitants, although the population was then only about 53,000.

It will be seen that while it may have been thought that extensions were being built very slowly the street railway track in the city has been increasing almost as rapidly as the population and that today there is as much street railway track in Duluth as in the average American city of 111,000 population. We have no record of track building in Superior previous to the year 1900, and therefore cannot show a similar chart for that city, but will say that at the time of the 1910 census, which gave Superior about 40,384 population, there were 23.53 miles of street railway track in that city, or very nearly 6/10 of a mile of track per thousand of population to a city with a population density of only about 900 per square mile of area.

Referring again to density of population which was mentioned on a preceding page and which has an important bearing on street railway operation, we will call the reader's attention to the fact that the city of Minneapolis, which is not considered congested by any means and with which city most of our readers are familiar, has a population density within its limits of something over 6000 per square mile, while Duluth has less than 1200 per square mile, and Superior only about 950 per square mile.

There are today any quantity of desirable building lots located directly upon streetcar lines and supplied with water, light and sewer service, in rather sparsely settled districts, that can be bought for much less money than they were sold for immediately after the streetcar lines had been built.

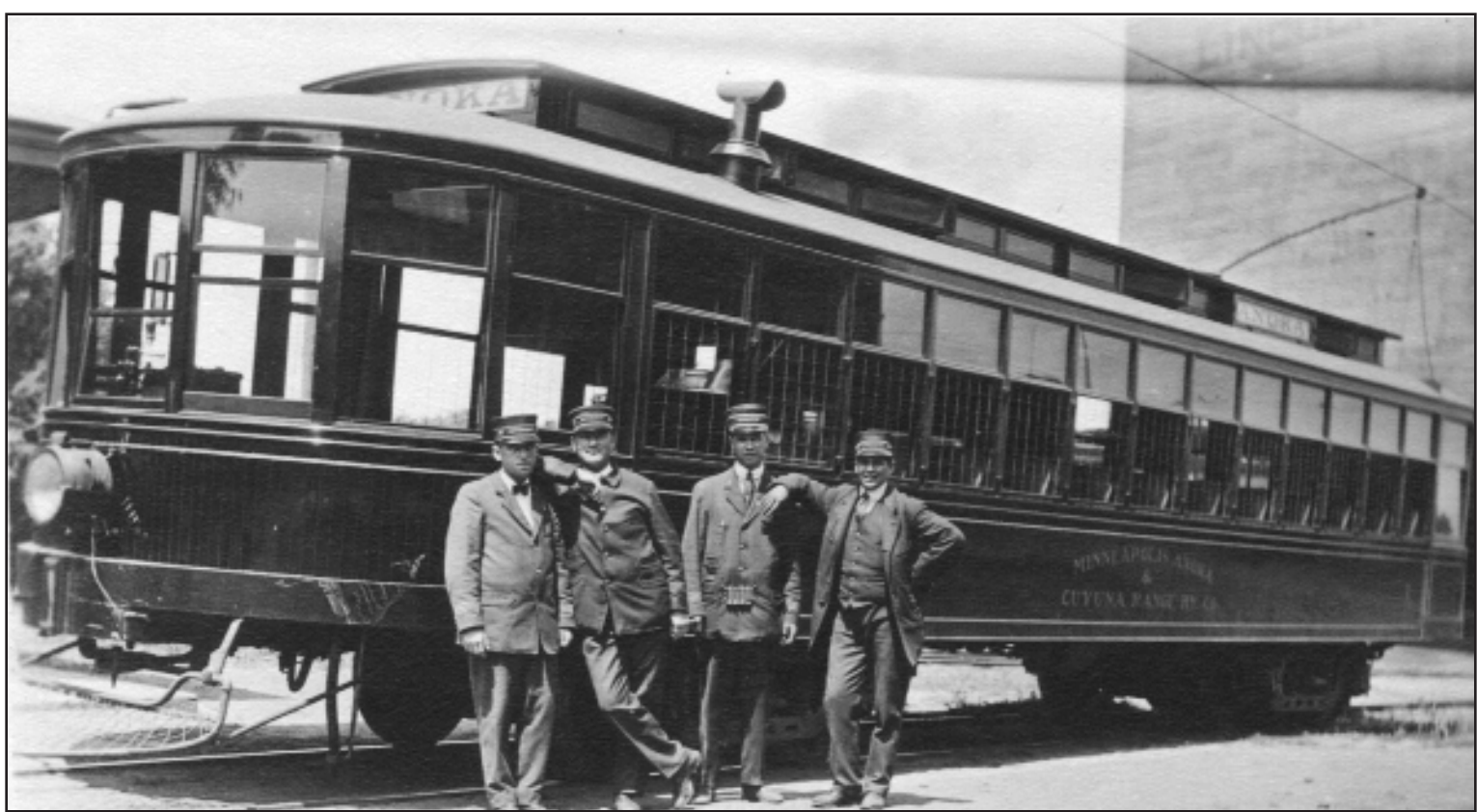
When a streetcar extension is built in

the natural way following a legitimate demand for service from actual residents of the district to be served, the value added to the building lots goes directly to the homeowners, while when a line is built in advance of actual settlement those interested in the lots as dealers, speculators, or investors, many of whom are nonresidents, receive a large profit from any actual settler who could afford to buy the lots at the advanced price.

We believe that it is much better for everyone that the city of Duluth should be made a little wider rather than any longer and on that account we believe that it would be desirable to have the district on the hillside provided with streetcar service and other facilities as rapidly as its settlement warrant, provided streets can be improved with grades on which it will be safe to operate streetcars. In this connection we would urge upon all citizens of Duluth the importance of attaining the easiest possible grades on all streets that are improved in this locality, not alone with the view of making the grade safe for streetcar operation, but for the benefit of all kinds of traffic that would ever have occasion to use the streets. Where possible to obtain a 4% grade, a 5% grade should not be considered as the easier the grades to the districts are made the more desirable it will be to live in. Easy grades will make coal and all other supplies cheaper and will save time of the residents whether they go by street cars, automobiles, or on foot, to say nothing of lessening danger of accidents. We hope that those who have taken the time to read this article through will thoughtfully consider the facts stated and will so modify their views regarding what is reasonable or possible for a street railway company to do in the way of extensions that the policy of this company as stated above will meet with their full approval."

In 1915 the Minneapolis, Anoka & Cuyuna Range electrified the former Minneapolis & Northern and began service from Minneapolis to Anoka. It ordered two TCRT-style streetcars from Snelling Shops. They differed from the normal design by having a baggage compartment in the front of the car and an extra wide front doorway. The bulkhead separating the baggage and passenger compartments was located behind the second side window.

Although in later years the MA&CR was the very definition of decrepit, in these photos, all taken at the Anoka depot about 1916, everything is still shiny and new. All Anoka County Historical Society collection.



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One doorway and 40 years separate
these two photos of East Side Station.
Right: Star-Tribune photo, Minnesota
Historical Society collection.



4





MINNESOTA STREETCAR MUSEUM

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